

The China Mail.

Established February, 1845.

OUR MAILING DEPARTMENT
HAVING been REOPENED
WITH a large assort-
ment of the latest European
and American NOVELTIES,
we are prepared to execute
orders for FANCY WORK WITH
neatness and despatch, and at
very moderate rates.

CHINA MAIL OFFICE.

VOL. XLIX. No. 9520.

號四廿月八年三十九百八十一英

HONGKONG, THURSDAY, AUGUST 24, 1893.

日三十月七年已癸

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALCOA, 11 & 12, Clement's
Street, Lombard Street, E.C., GROVER
& GORGE, Ludgate Circus, E.C., BATES
& HENDY & CO., St. Walbrook, E.C.,
SAMUEL DEACON & CO., 150 & 154,
Lauderdale Street, W.M. WILLS, 151,
Cannon Street, E.C., ROBERT WATSON,
150 Fleet Street.

PARIS—AMERICAN PRINCE,

36, Rue Lafayette, Paris.
NEW YORK—J. STEWART HARRIS, THE
CHINESE EVANGELIST OFFICE, 62, West
22d Street.

SAN FRANCISCO AND AMERICAN PORTS
generally—BROWN & BLACK, San Fran-
cisco.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND—GORDON & GORGE, MUL-
house and Sydney.

CEYLON—W.M. SMITH & CO., THE
ANTHROPLOGICAL CO., Colombo.

SINGAPORE, STRAITS, &c.—KELLY &
WALSH, LTD., Singapore.

CHINA—MACAO, A.D. CRUZ, Amoy,
N. MOAL & CO., LIMITED, Foochow,
HEDGE & CO., Shanghai, LANE, CRAWFORD
& CO., and KELLY & WALSH,
Fukien, LANE, CRAWFORD & CO.,
and KELLY & CO.

Banks.

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTORIZED CAPITAL, £1,500,000.

SUBSCRIBED, £1,25,000.

Bankers.

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at
the Rate of 2% per Annum on the Daily
Balance.

ON FIXED DEPOSITS—

For 12 Months, 5%

For 6 Months, 4%

For 3 Months, 3%

JOHN THURBURN,
Manager, Hongkong.

Hongkong, February 4, 1893. 228

Intimations.

"AQUARIUS."

"THE TABLE WATER OF THE
EAST."

Per 1 dozen Quarts, \$1.75, less allowance
on empties returned to our Godowns,
\$0.50. Net price, \$1.25.

Per 1 dozen Pinte, \$1.00, less allowance on
empties returned to our Godowns,
\$0.50. Net price, \$0.75.

GALDBECK, MACGREGOR & CO.,
Sales Agents.

13, QUEEN'S ROAD,
Hongkong, August 23, 1893. 1473

HONGKONG RIFLE ASSOCIATION.

THE Short RANGE CUP AND SPOONS
will be shot for on SATURDAY,
26th August. Ranges, 200 and 300 yards.
Time, 3 p.m.

ED. ROBINSON,
Hon. Secretary.

Hongkong, August 23, 1893. 1472

NOTICE

THE CHINA SUGAR REFINING
COMPANY, LIMITED.

IN accordance with the provision of No.
121 of the Article of Association, the
General Agents have the Day declared an
INTERNAL DIVIDEND of 8 PIASTRES FOR
the Half Year ending 30th June, 1893, on
the Paid-up Capital of the Company.

Dividend WARRANTS Payable on
FRIDAY, the 25th August, will be issued to
SHAREHOLDERS.

The Transfer BOOKS of the Company
will be CLOSED from the 15th to 25th
Instant, both days inclusive.

JARDINE, MATHEWS & CO.,
General Agents.

Hongkong, August 5, 1893. 1372

HONGKONG & SHANGHAI BANKING
CORPORATION.

THE DIVIDEND declared for the Half
Year ending 30th June last, at
the Rate of \$216 One Pound per Share of
\$126 is PAYABLE on Friday, the
21st instant, at the Offices of the
Corporation, where SHAREHOLDERS are
requested to apply for WARRANTS.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, August 10, 1893. 1463

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 7% per Share for
the Six Month ending 30th June,
1893, declared at the Annual Ordinary Half-
Yearly Meeting, will be PAYABLE at the
Premises of the HONGKONG & SHANGHAI
BANKING CORPORATION, and after
TUESDAY, the 22nd August, and SHARE-
HOLDERS are requested to apply for DIVI-
DEND WARRANTS at the Company's
Office, No. 14, Praya Central.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, August 21, 1893. 1462

S.S. OYRIYA.

Hongkong Committee.

The Honble J. J. KESWICK.

The Honble C. P. CHATER.

H. HOPPITS, Esq.

Head Office:

3, PRINCE'S STREET, LONDON.

Branches:

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI

Agencies.

PENANG, SINGAPORE AND YOKOHAMA.

RAFES OF INTEREST.

Allowed on Current Accounts and Fixed
Deposits, can be ascertained on application.

CHANTREY INCHBALD,

Manager.

Hongkong, April 10, 1893. 247

HONGKONG & SHANGHAI
BANKING CORPORATION.

Paid-up CAPITAL, \$10,000,000.

RESERVE FUND, \$3,000,000.

RESERVE LIABILITY OF \$10,000,000.

PROTECTORATE.

Court of Directors:

H. HOPPITS, Esq.—Chairman.

C. J. HOLMADY, Esq.—Deputy Chairman.

Carl Jantzen, Esq.

A. McConachie, Esq.

H. H. Joseph, Esq.

Hon. J. J. Keswick.

D. R. SASSOON, Esq.

Julius Kramer, Esq.

Chief Manager:

Hongkong—T. JACKSON, Esq.

Manager:

Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2
per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months 3 per cent. per annum.

do 6 " "

do 12 " "

T. JACKSON,

Chief Manager.

Hongkong, August 19, 1893. 880

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-

trolled by the HONGKONG AND

SHANGHAI BANKING CORPO-

RATION. Rules may be obtained on
application.

INTEREST on deposits is allowed at

3% PER CENT. per annum. Depositors

may transfer their option balances of

\$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 5% PER CENT. per

annum.

For the Hongkong and Shanghai
Banking Corporation.

T. JACKSON,

Chief Manager.

Hongkong, May 15, 1893. 1513

PRIVATE BOARD and RESIDENCE
for LADIES' and GENTLEMEN. Special
attention to Ladies' comfort. Accommo-

dation for Table Boarders. Central situa-

Mrs. MATHER,
2 and 3 Pedder's Hill.

Hongkong, July 24, 1893. 1237

Banks.

BUSINESS NOTICES.

LANE, CRAWFORD & CO.

NEW SEASON'S ISIGNY BUTTER, 1, 2 and 7 lb Tins.

WILTSHIRE BACON in Canvas.

STRUCK BREAKFAST BACON in Tins.

Selected YORK HAMS.

MILD CANADIAN CHEESE.

CONFITURE DE ST. LAMES' FRENCH JAMS.

BARNES' ENGLISH JAMS.

DESSERT FRUITS in Syrup.

AMERICAN PRUNES, FRENCH PRUNES.

S M Y R N A F I G S.

ANCHOVIES, Boston Baked BEANS, Boar's HEAD, BRAUN, BUCKWHEAT,

Oatmeal, SALT, CHAMPS, GELATINE, HADDOCKS, HERRINGS,

HONEY, JELLY, LOBSTER, MACKEREL, Maple SYRUP,

MUSHROOMS, OLIVES, Pig's FEET, PILCHARDS.

A U S T R A L I A N R A B B I T S.

SALMON, SARDINES, SAUSAGES, Tat FRUITS, TONGUES, Turkey

RAGOUT, TRUFLLES, TRIPES.

LIME JUICE CORDIAL.

FRUIT SYRUP.

LANE, CRAWFORD & CO.

Hongkong, August 15, 1893. 1426

HONGKONG HOTEL.

Telephone, No. 32.

THE MOST CONVENIENT and BEST-APPOINTED HOTEL in the Far East; situated in

the centre of the town, opposite the General Post Office and the Hongkong Club,

and adjacent to Pedder's Wharf (the principal landing stage of the Colony).

The HOTEL STAFF CONVEYS passengers and baggage to and from all Mail

Steamers.

The TABLE, at separate tables, is supplied with every delicacy.

The BED-ROOMS, with adjoining BATH-ROOMS, are lofty and well ventilated, open

to spacious Verandas, are lighted by gas and fitted throughout with electric com-

THE CHINA MAIL.

No. 9529.—August 24, 1893.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki, Kobe, Inland Sea, and Yokohama) ...

SATURDAY, Aug. 26.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, and Yokohama) ...

THURSDAY, Sept. 14.

City of Peking (via Nagasaki, Kobe, Inland Sea, and Yokohama) ...

THURSDAY, Oct. 5.

Idaho Sea and at 1 p.m.

Yokohama)

1612

Intimations.



CALBECK, MACGREGOR & CO.,

Wine and Spirit Merchants,

13, Queen's Road,

Hongkong, August 18, 1893.

HONGKONG HOTEL COMPANY, LIMITED.

SUMMER CHARGES.

June, July, August and September,

\$75 per Month

FOR BOARD & LODGING in ROOMS

facing PEDDAR STREET or to the

Eastward.

FURNISHED ROOMS without BOARD,

\$45 per month.

Apply to MANAGER and/or SECRETARY,

HONGKONG HOTEL,

Hongkong, May 19, 1893.

920

WINDSOR HOTEL,

(in Connaught Buildings),

QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on

MOVED to CONNAUGHT HOUSE.

Cuisine under European management.

Each Bed-room has its own Bath-room,

Hot and Cold water. Passenger Elevator

to all floors.

Charges from \$2 per day upwards.

Special Rates for Families or Permanent

Boarders. Offices and Rooms to let Un-

furnished, and Rooms with or without

Board, by day or month. Apply without

Board, at the Office of the Manager,

HONGKONG HOTEL,

Hongkong, April 10, 1893.

071

NOTICE.

AFTER THIS DATE NO FULLY PAID-UP

A SHARES of this Company will be

TRANSFERRED on which the Call on the

NEW SHARES standing in the name

Name, remain unpaid.

By Order.

R. LYALL,

Secretary.

Hongkong, April 10, 1893.

071

TO-DAY'S ADVERTISEMENTS.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SHANGHAI (DIRECT)

(Taking cargo & Passengers at through rates

for CHEFOO, TIENSIN, NEW

CHIANG, HANKOW and Ports

on the YANGTZE.)

The Co.'s Steamship

Captain, AMOY and

TAIWANFOO.

The Co.'s Steamship

Thales, will be

despatched as above on

SATURDAY, the 26th instant, at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, August 24, 1893.

1476

DIAMOND JEWELLERY,

A Splendid Collection of the Latest London

Patent & new modern goods.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

LIST OF SUBSCRIBERS

TO THE

HONGKONG TELEPHONE EXCHANGE.

10. Aberdeen Paper Mills Office, Wing

Lok Street.

10a. Aberdeen Paper Mills.

25. Aberdeen Dock.

26. Aberdeen Hospital.

29. Anderson, G. C., Capt., Praya East.

24. — do. do. Quarry Bay.

39. — do. do. Peak Residence.

42. Canadian Pacific Rail Co.

3. Canfield, Dr. Mount Kellet.

13. Central Police Station.

22. China Mail's Office.

17. China Surety Redevry. Town Office.

7. Do. do. Rutherford Office.

75. Compradores, Louts, Wagner & Co.

55. Cowie, Dr. Alex. Queen's Gardens.

60. David, S. J. & Co., Queen's Road.

73. Do. do. Residence.

12. Daily Press' Office.

17. Douglas Lapraik & Co., Praya Central.

41. E. & B. Chin. Telegraph Co., Ltd.

47. Gas Company, Ltd., West Point.

58. Hongkong Electric Co., Ltd., Queen's Road East.

67. Hughes, E. J., Residence.

68-J. D. Humphreys & Son, Office.

81. Hongkong & Kowloon Wharf & Guadon Co., Ltd., West Point.

77. Ho Tung, Praya Central.

82. Do. do. British Strand.

83. Hongkong & Kowloon Wharf & Godown Co., Ltd., West Point.

50. Import & Export Office, Praya West.

23. Jordan, Dr. G. P., Praya Central.

43. Do. do. Residence.

30. Joseph, H. H., Residence.

70. Kramer, J., Residence.

21. Kerosene Oil Godown.

64. Kennedy, J., Horse Repository.

64. — Do. do. Stables, Causeway Bay.

4. Lapraik, J. D., Residence.

4. Harrison, W. Stuart, Residence.

35. Mount Austin Hotel.

5. Nam Woo & Co.

46. Opium Farmer, Ha Fook.

34. Peat Hospital.

10. P. & O. S. N. Co., Praya Central.

52. P. & O. M. S. Mountain View.

36. Pfendler, F. von der, Residence.

34. Quarry Bay Sugar Refinery.

51. Do. do. Office, Pedder's Street.

52. — Do. do. Residence.

61. Stevens, G. R., Office.

65. Victoria Hotel (Public Telephone).

16. Watson, A. S., & Co., Queen's Read.

77. Wickham, W. H., Residence.

63. Woo Kee & Co., Praya West.

78. Young Ian Kee, Residence.

78. Yuen Fat Hong, Bonham Strand.

In case of FIRE ring up No. 16.

The Exchange is open day and night.

W. STUART HARRISON,

Manager.

Hongkong, August 18, 1893.

1435 822

Intimations.

THOMAS'S GRILL ROOM.

THE Undersigned has always thought that such a place as this—First-class in every detail—was the one thing needed to fit in between HOTEL LIFE and the PRIVATE BOARDING-HOUSE. Visitors may have their Choice of Grilled CHOPS or STEAKS at any hour of the Day or Evening, up to 11 o'clock, or later if noticed. I am also prepared to Supply MEALS to PRIVATE PARTIES per MAN or ORDER, they sending Dishes, &c., for same and Cost.

For monthly Board, \$35 for 1 person.

\$15 per month.

AMERICAN FROZEN OYSTERS always

on hand and served in every Style.

Breakfast ... \$0.50

Tiffin ... 75

Dinner ... 1.00

SPECIAL TIPS and DINNERS can

be arranged for at Short Notice.

W. THOMAS,

Proprietor,

Hongkong, May 1, 1893.

812

HONGKONG HOTEL COMPANY,

LIMITED.

NOTICE.

AFTER THIS DATE NO FULLY PAID-UP

A SHARES of this Company will be

TRANSFERRED on which the Call on the

NAME, remain unpaid.

By Order.

R. LYALL,

THE CHINA MAIL.

[No. 9529.—AUGUST 24, 1893.]

Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Furu (via Nagasaki), Kobe, Inland Sea, SATURDAY, Aug. 26.
Kobe, Inland Sea, and Yokohama, via Nagasaki, TUESDAY, Sept. 5.
City of Rio de Janeiro (via Nagasaki), THURSDAY, Sept. 14.
Kobe, Inland Sea, and Yokohama, via Nagasaki, THURSDAY, Oct. 5.
City of Peking (via Nagasaki), Kobe, THURSDAY, Oct. 5, Inland Sea and at 1 p.m. (Yokohama).

The U. S. Mail Steamship *PERU* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 26th August, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all the trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada, Rates may be obtained upon application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTH RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 additional to the regular tariff rate.

Particulars of the various routes can be seen on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Indian Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels packages will be received at the office until 5 p.m.; same day; all Parcels packages should be marked to address in full; values of £1 required.

Conular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Agent.

Hongkong, August 9, 1893. 1388

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Oceanic (via Nagasaki), Kobe, Inland Sea, TUESDAY, Sept. 5.
Sea, Yokohama, and Honshu, via Nagasaki, TUESDAY, Sept. 5.
Kobe, Inland Sea, and Yokohama, via Nagasaki, THURSDAY, Sept. 28, at 1 p.m.
Bogie (via Nagasaki), THURSDAY, Oct. 5, Kobe, Inland Sea, and Yokohama, via Nagasaki, THURSDAY, Oct. 5, at 1 p.m.

The Steamer *OCEANIC* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 5th September, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all the trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada, Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcels packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Conular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Agent.

Hongkong, August 18, 1893. 1435 882

Intimations.



CALDBECK MACGREGOR &
Co.,
Wine and Spirit Merchants,
13, Queen's Road,
Hongkong, August 18, 1893. 1612

HONGKONG HOTEL COMPANY, LIMITED.

SUMMER CHARGES.

June, July, August and September,

575 PER MONTH

FOR BOARD & LODGING IN ROOMS

facing PEDDAR STREET or to the Eastward.

FURNISHED ROOMS without BOARD,

45 per month.

Apply to MANAGER and/or SECRETARY,

HONGKONG HOTEL,

Hongkong, May 19, 1893. 920

W. THOMAS,
Proprietor.

Hongkong, May 1, 1893. 812

HONGKONG HOTEL COMPANY, LIMITED.

Intimations.

THOMAS'S GRILL ROOM.

THE Undersigned has always thought that such a place as this—First-class in every detail—was the one thing needed to fit in between HOTEL LIFE and the PRIVATE BOARDING-HOUSE. Visitors may have their Choice of Grilled OHOHS or STEAKS at any hour of the Day or Evening, up to 11 o'clock, or later if required. I am also prepared to Supply MEALS to PRIVATE Persons per Month, Order, they sending Dishes, &c., for same and Cash. For monthly Board, \$35 for 1 person. Tithe, \$10 per month.

AMERICAN FROZEN OYSTERS always hand and served in every Style.

Breakfast ... \$0.50

Dinner ... 0.75

Supper ... 1.00

SPECIAL TUFFINS and DINNERS can be arranged for at Short Notice.

W. THOMAS,
Proprietor.

Hongkong, April 10, 1893. 671

N O T I C E .

AFTER this NO FULLY PAID UP SHARES of this Company will be TRANSFERRED on which the Calls on the NEW SHARES standing in the same Name, remain Unpaid.

By Order.

R. LYALL,
Secretary.

Hongkong, April 10, 1893. 671

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

THE Twenty-Seventh Ordinary MEETING of SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on FRIDAY, the 15th Proximo, at 4 o'clock p.m., for the purpose of presenting the Report of the Directors, and Statement of Accounts to 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th Proximo, both days inclusive.

By Order of the Board of Directors,

W. H. RAY,
Secretary.

Hongkong, August 24, 1893. 1479

VICTORIA DISPENSARY.

Aerated Waters.

WATER.—The Water used is absolutely pure. Steam Plant of the latest and most powerful type. Supervision. The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

THE PRODUCT.—Will bear comparison with the Waters made by the most noted makers in England.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Perry* will be despatched on SATURDAY, the 20th Instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

0.15 P.M. Registry closes.

0.30 P.M. Post Office closes, but Correspondence may be posted on board the Packet, with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Revenue* will be despatched on THURSDAY, the 31st Instant, with Mails for the United Kingdom, Ireland, and countries beyond the British Isles to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE CANADIAN PACIFIC RAILWAY'S PACKET.

The British Contract Packet *Empress of India* will be despatched on WEDNESDAY, the 6th September, with Mails for Shanghai, Japan, Canada, the United States of America, and countries beyond, via Vancouver, B.C.

The following hours will be observed in closing the Mails, &c.—

10 A.M. Regis. close.

11.30 A.M. Post-Office closes, but Correspondence may be posted on board the Packet with the Late Fee of 10 cents extra Postage, until time of departure.

HOLES OF CLOSING THE ENGLISH AND FRENCH PACKETS.

When the Packets leave at noon.

The following hours will be observed in closing the Mails, &c., by the English and French Packets, when they leave at noon. The Money Order Office will be closed at 5 the day before.

8.00 A.M.—Posting of Picnic Current and Circulars ceases.

(Picnic Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way).

10.00 A.M.—Regis. closes.

10.30 A.M.—Posting of Newspapers, Books, and Patterns ceases.

11.00 A.M.—Mail closes.

REGIS. LETTERS may be posted (from 11.10 A.M.) with 10 cents late fee up to 11.30 A.M., after which hour they may be sent on board with the same late fee.

REGIS. LETTERS.

THE CHINA MAIL.

The G. P. R. Empress of India arrived at Nagasaki at 8 a.m. to-day, and left again at 5 p.m. for Hongkong, via Shanghai.

Mr. Wodehouse, at the Magistracy to-day, conducted an inquest upon the body of a man who was found with his throat cut at 215 Queen's Road a few days ago.

To-morrow, we understand an application will be made to the Chief Justice by Mr. Francis, on behalf of the agents of the steamer *Tetiarois*, for judgment in accordance with the finding of the special jury in the *Tetiarois Seizure Case*; for a formal order for the release of the vessel, and for costs.

The steamer *Amigo* is now within 500 yards of the shore, and the docks of the fort are now above water. Very little difficulty is anticipated in completing the work of raising her. When she is shifted other 200 feet nearer the Yunnati shore the whole of the decks will be above water, and with the aid of powerful pumps the water inside should soon be got rid of.

In Mun, coolie, 121 Second Street, was blessed with a son on May 13 last, and since then has been living in a heaven of perfect bliss, regardless of the statistical labours of the Registrar General's Department. He was brought before Mr. Wodehouse to explain why he had neglected to register the arrival of the little stranger within sixty days of the advent, and Mr. Wodehouse evidently thought he was telling the truth when he pleaded guilty to non-compliance of the laws, for a nominal fine of 60 cents only was demanded from the happy father.

Those residents who are interested in yacht racing—and the number is increasing yearly—should take the opportunity to see a couple of photographs which Mr. F. H. May, the Captain Superintendent of Police, has just received from home. One is a photograph of the *Catina* (Mr. Poole Donaldson), designed by Mr. W. Fyle, and built to defend the Cape May and Bronton Reef cups against the American clipper *Nankee*; the other a photograph of the new *Valkyrie* (Earl of Dunraven), challenger for the America Cup, designed by Mr. G. L. Watson. The photographs are excellently taken, and show off the fine proportions of these Clyde-built racers to advantage.

At the Magistracy this morning Mr. H. E. Wodehouse concluded the inquiry into the circumstances connected with the fire at 32 Queen's Road West on the evening of Friday, August 16. The premises were occupied by a painter and a shoemaker. The painter's shop was insured for \$1800, and the shoemaker's for \$1000, and the buildings for \$1000—all with the Northern Assurance Company, of which Messrs. Turner & Co. are the agents. Inspector Hennessy was of opinion that it was rather strange that both the shops were closed up at 10 o'clock and that all the people were asleep at that hour, especially at the present time of the year. His Worship ordered the release of the premises from police supervision.

Mr. Hugh Macgillivray Skene, assistant, Hongkong Land Investment Co., Limited, was killed this morning by falling over the verandah of the Chartered Mercantile Bank buildings. About half-past three o'clock a European fireman on duty in Queen's Road heard something fall into a line between the Bank buildings and Connaught House, and upon making a search found Mr. Skene lying on the ground very badly injured. The police were informed, and Mr. Skene placed on a stretcher and taken to the Government Civil Hospital. He died before reaching the Hospital. One of his legs, an arm and five ribs were broken, and he had also sustained some nasty cuts from falling upon a glass sunshade in the lane. The total distance he fell was about 30 feet. Decided was wearing his pyjamas, and it is supposed he had risen in his sleep, clambered over an iron rail which encloses the verandah, fell upon the sunshades and rolled into the lane. He was insensible when picked up. Decided was 35 years of age, and was formerly a clerk in the Chartered Bank of India, in Hongkong. He had been resident at Singapore for some years before coming to Hongkong the second time. He was unmarried, and was a native of Portree, Skye, where his mother and brother reside. Since coming to Hongkong he has been a member of the St. Andrew's Society, was Hon. Treasurer for several years, and has taken an active interest in its affairs. He has made a wide circle of friends by whom his untimely death is much regretted. The remains were buried at the Happy Valley this afternoon. The funeral was largely attended.

A long paper received by last mail says:—The ocean race from San Francisco to Queenstown between the five British ships *Pinnace*, *Bowdoin*, *Rockes*, *Lord Templemore*, and *City of Athens*, for a sweepstakes of \$50,000 each, has been won by the Greenwich ship *Princess* (Captain Maxwell), which vessel arrived on July 17, after a favourable passage of 117 days. All the vessels are wheat-laden. The second vessel will receive \$50,000 out of the \$500,000.

To DAREEN GREEN HAIR.—Lockyer's Sulphur Hair Restorer is the quickest, best, safest, and most economical hair restorer. The color produced is most natural. Lockyer's Sulphur Hair Restorer is the only English Hair Restorer universally known.

IMPROVEMENTS IN HOIHOW.

(From a Correspondent.)

Hoihow is quietly making progress. Trade drew to the port forty steamers during the last month; and while they carried the usual number of new commanders, we did not hear of any of them going ashore in the straits. This is no doubt due largely to the improvement to navigation, made by placing, at the close of last year, four buoys in suitable positions in Hainan Straits. We hear that the entrance to Hoihow from the S.W. is soon to be improved by the erection of three lighthouses. One on Cape Cani, one on Linku point, and one on the point near the mouth of the river southwest of Hoihow. The natives it seems object to the building of these light-houses, but it is not likely that they will make any disturbance; for our Hainanese population readily submit to anything demanded by the mandarins.

Our new Taotai has a plan for developing the trade of Kiungkow City. He proposed to bring the river from its present bed back to an old course which passes directly past the East gate of the City. Finding this plan would involve the expenditure of more money than he can command, he now proposes to make a canal about a mile long, by which boats can come from the river to the City. This is not a difficult task; as boats can do so now, whenever the water is moderately high in the river.

The British Consul, after a ten years' effort, has at last secured a suitable location for a Consulate on Cocomutan Island, between Hoihow and the anchorage. We hear that steps will be taken to begin building before the closing of this year. The Customs are also preparing to improve the property which they secured a few years since. It will indeed be refreshing to see a foreign building erected in Hoihow.

Let no one imagine however that the foreigners are taking the island; for the new forts are reported finished, and Krupp guns in Chinese hands frown on every flag which approaches the Hoihow anchorage.

A NEW TRANS-PACIFIC LINE OF STEAMERS.

It is now a quarter of a century since the first trans-continental railway of North America was completed. It was for the time a wonderful achievement, and was celebrated by an excursion of notables who visited the spot where the last rail was laid, into which a golden spike was (temporarily) driven, upon which a distinguished clergyman offered a prayer, and communication between the Atlantic and the Pacific was a fact accomplished. Since that time many other routes have been surveyed, and several railways have been completed. There is the Southern Pacific, which traverses the lower half of California, and eastward through Arizona and New Mexico into Kansas, to St. Louis. There is the Atchison, Topeka and Santa Fe line, partly running over the track of the preceding, and traversing much the same regions, but further to the northward. There is the Northern Pacific, which runs from Minneapolis in Minnesota, to Puget Sound in the new state of Washington, terminating in Tacoma. There is the Canadian Pacific spanning the entire continent from Quebec to Vancouver, and furnishing more 'sceneries' than all the others combined.

These roads have all been built on the strength of government grants, both of money and of land. In the case of the first two one company was organized. The Union Pacific for the East, the Central Pacific for the West. They built toward one another in fierce and hot rivalry, and at the point where they met a city at once sprung up, now an important railway centre.

Such great subsidies should prove democratizing, was inevitable. The Credit Mobilier scandal in connection with the Union and Central Pacific lines, will not soon be forgotten in the United States, and other like occurrences have been reported in connection with the later constructions.

Each of the trans-continental railways either has lines of its own from sea to sea, or co-operates with other companies which do have such lines. At the Pacific terminus it is necessary to have steamers lines of connection with the Orient. The Central and Union Pacific railway was no sooner completed, than the Pacific Mail steamers were a link with China and Japan. The Canadian Pacific sprung full armed into existence, with powerful government backing, and now controls the finest fleet of steamships to be found on the Pacific. It is barely a year since the Northern Pacific felt obliged to follow suit, with a line of monthly steamers from Hongkong to Tacoma, by way of Shanghai, Kobe, Yokohama and Victoria. With four steamship lines from the port of the Pacific to the Orient, most of us had supposed that for the present we had reached the end of developments of this kind, but this, it appears, is not the case.

A capital of Minneapolis, a Canadian town, with a population of 100,000, in the Head of the Great Northern, has a very simple treatment, which is proving very successful in completely curing cases of all kinds. Full particulars of this new system will be sent post free on application. The system is without doubt the most advanced ever brought forward.

To OVERCOME WEAKNESS.—Pepper's Quinine and Iron Tonic gives New Life, Appela, Health, Strength, Energy. Cures Neuralgia, Indigestion, Neuralgia. Especially useful in depressing climates and malarious districts. Every one should keep up strength by taking Pepper's Quinine, the world-known English Tonic. Pepper's Quinine gives New Life, Appela, Health, Strength, Energy. Cures Neuralgia, Indigestion, Neuralgia. Especially useful in depressing climates and malarious districts. Every one should keep up strength by taking Pepper's Quinine, the world-known English Tonic. Pepper's Quinine gives New Life, Appela, Health, Strength, Energy. Cures Neuralgia, Indigestion, Neuralgia. Especially useful in depressing climates and malarious districts. Every one should keep up strength by taking Pepper's Quinine, the world-known English Tonic. Pepper's Quinine gives New Life, Appela, Health, Strength, Energy. Cures Neuralgia, Indigestion, Neuralgia. 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Washington to the new cities on Puget Sound. It controls the Great Northern system, nearly five thousand miles of railway, with one Eastern terminus at Minneapolis, St. Paul (having a special Chicago connection), and with another Eastern terminus at Duluth, whence it operates fast lake steamers to Buffalo. The American edition of the July Review of Reviews, from which these sentences are taken, says that Mr. Hill is in the prime of his strength at fifty-five, and 'one may easily imagine him, with his daring ability to do large things, inaugurating a line of Pacific steamers to feed his railway with the merchandise of Japan, China and Australia.'

It was during the last week in June, that the first through train of the Great Northern railway reached Seattle on Puget Sound. Within less than a month from that time we find reports in the papers of that enterprising young city, indicating that the line of steamers above suggested, is to 'materialize' at once. The Victoria agent of Samuels & Co. of London is reported to have returned from St. Paul, where he had closed a contract with the Great Northern Railway Company for the new line of Pacific steamers. He says: 'We shall at first run steamers as the trade demands, probably monthly, until winter sets in, when the trade will be dull. As the tea-traffic is over for this year we may not need to run ships every month until next spring, but we shall then start in earnest. The steamers will begin business with 3,000 to 4,000 tons, but I can not tell which will be the first to sail.'

Perhaps it is not altogether inappropriate that we should have so much to do with this, considering our errant, and at present in dissipating somewhat, of the Temple of Dust (and of Fire, its natural predecessor), the great cataract of the head of the quiet country we come to.

